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ENGLAND AND GERMANY.

SIR E. GREY'S SPEECH

A MOMENTOUS OCCASION.

The following is the conclusion of Sir Edward Grey's Speech on Foreign Policy and the debate which followed:

POLITICAL ALCOHOLISM.

Sir Edward Grey, continuing, said he now proposed to examine the real nature of the tension that existed. An agreement had now been reached between the French and German Governments, and both sides had made some substantial concessions and made substantial gains. "The fact that this has been accomplished," he said, "in face of all the excitement that existed, reflects great credit on the diplomats conducting the negotiations. But, despite these facts, the present moment has been chosen by some people, both here and in Germany, to excite themselves and to discuss how near we came to war. There are really some people who seem to take a delight in suggesting or forming an opinion from whatever gossip or information they can get in any quarter, that we were near war, and the nearer we were war the greater satisfaction they seem to get out of the fact. Really, it is as if the world were suffering from a fit of political alcoholism."

Referring to Herr Faber's speech, Sir Edward said he only mentioned the matter because that speech formed the subject of some recent discussion in the Reichstag, and he understood it somewhat intensified the bitterness of the German people. "Of course, I know it is possible," he continued, "for me to reply that there were one or two speeches made in the Reichstag which were not official speeches, to which we ourselves might take reasonable exception, and as far as Herr Faber's speech is concerned he is not an official member. Then there were other speeches which had been made in Germany, which might also give us reason to feel bitter, but one speech leads to another in these matters, and I can only do my best to alleviate the suspicions which have arisen, by examining what was the position towards the summer and towards the end of September."

INTERMITTENT ANXIETY.

Naturally, there was an anxiety, not a constant but an intermittent anxiety as to how the negotiations between France and Germany were to be brought to a final solution. We were in communication with France. We knew she desired a settlement; we knew she would not break off the negotiations, neither did we believe that Germany would do that. But still there was a possibility that the negotiations might be broken off, though personally I never regarded it as a probability. At the time of anxiety, a reply was received from Germany which pointed to the fact that they would not be agreeable to a conference. That was why the anxiety was created. But supposing

the conference had been proposed, and Germany had not agreed to it, what would have been the situation then?—You would have had three countries making agreements of questions to which we were not made a party, and probably making agreements which we could not recognise in settlement until we had been consulted. Therefore you see at the time of the anxiety negotiations were developing towards the most delicate diplomatic situation. The hope that the statement as to events will remove any apprehensions is a statement of truth and actual facts as they existed. In view of the fact that there is now no prospect of war, the statement ought to have a quietening influence, and ought to act as a sedative to those who have grown alarmed.

FOREIGN POLICY.

Turning to foreign policy, I generally thought that the wisest policy for Britain was to expand further as little as possible, especially in Africa. I replied to the criticisms as to the alleged secrecy of the Foreign Office only last week. The secret articles of the Anglo-French convention of 1904 have been made public, and there are no other secret treaties. The British Government won't, and the public opinion (I think) I pointed out years ago the plentitude of disclosures and alarms with France in Persia, but cordial friendship provided a mutual tolerance which has prevented difficulties which otherwise might arise. The German strength was of itself a guarantee that none would seek a quarrel with her, but German public opinion ought to remember that a nation having the biggest army in the world, with a very big navy, must do all in its power to prevent natural apprehensions in the minds of others."

He did not believe that Germany had aggressive designs. Germany's neighbours merely desired to live on equal terms with her. He emphasised that to trust to a policy of splendid isolation was impossible. It would mean that we should have to build warships, not against the two Power standard, but against the united nations of Europe. If Germany did not wish to be aggressive, in two or three years the talk of a great European war must have passed away.

In conclusion, Sir Edward Grey said: In future the great matter re Morocco would no longer trouble the peoples of Europe, now that a solution was found. The part we have played is subsidiary, the principals were France and Germany. Had we taken a less interest we

have failed to protect our interests and fulfil our obligations to France. If the question had been permanently settled, the part we have taken has contributed materially to an expectation of peace, and I trust that this will be the sense of the House.

There was loud and prolonged cheering as Sir Edward resumed his seat.

NO MORE TERRITORY WANTED.

Mr. Bonar Law said there was nothing in Sir Edward Grey's statement which he desired to criticise, but he would like to point out that there was no anti-German feeling in this country. An Anglo-German war would be an inconceivable calamity. He thought the Premier should have spoken in the House regarding the negotiations rather than outside. He desired that every ground of friction between ourselves and Germany should be removed. "We do not want any more territory," added Mr. Bonar Law amidst cheers. "Our responsibilities are great enough already."

THE PREMIER'S STATEMENT.

The Right Hon. Mr. H. H. Asquith said he was heartily in sympathy with the desire for a clearer and fuller disclosure of the Foreign Office to the country, and particularly to the Commons. All reasonable men, however, would admit that diplomacy was of necessity secret. A country could carry on, diplomatically with cards on the table, the door open and the blinds drawn up. Negotiations must be carried on under the shroud of confidence, with more or less secrecy, which was quite a different thing from being kept in the darkness or from the representatives of the people. He said quite frankly that the Government could not be guilty of such a charge. On the general question the Government was actuated by humane considerations and in safeguarding British interests and performing treaty obligations, which he believed had been reciprocal to the advantage of our friendships. We were neither exclusive nor jealous, and we had no desire to stand in the light of any Power wanting to find its place in the sun. We had no such purpose and no such wish. "We believe," he said, "it is both to our interest and duty that we should maintain our friendships. We shall all be the more glad if we can enlarge them to include others. We know of no cause to quarrel with any of the Powers. Britain's interests will always be to maintain the peace of the world, to support our diplomatic policy, and to guide it by the highest principles." (Loud cheers.)

TELEGRAMS.

MR. KEIR HARDIE'S FEARS.

The Earl of Ronaldshay hoped that the Government would intimate to Italy and Turkey their willingness to mediate. Mr. Noel Buxton and other Liberals continued the debate, and were confident that Sir Edward Grey's statement would dispel any misunderstandings. Mr. Keir Hardie feared it would mean an unnecessary expenditure on the British and German navies.

LABOUR VIEW.

Mr. Ramsay MacDonald, who spoke on behalf of the Labourites, said he had never known such a dramatic condemnation of secret diplomacy as Sir Edward Grey's speech. The time had come when enquiry should be undertaken to ascertain the best way of keeping the Commons in touch with foreign affairs. If the Government wished Mr. Lloyd George's speech to have a pacific effect, it should have been followed immediately by a pronouncement by Sir Edward Grey. Public opinion was diametrically opposed to a policy involving a partition of Persia, or making England the tool of St. Petersburg. Mr. D'Elon and Mr. Bykes (U.) also denounced the secrecy of diplomacy.

PERSIA'S HOPELESS ATTITUDE.

Sir Edward Grey, replying to the debate, said he had no information by which to prove or disprove the reports of atrocities at Tripoli. The Government had adhered to the policy of non-intervention. He dealt chiefly with Persia, and said it was an essential condition of independence that account should be taken both of Russia and Great Britain. The Persian Government, instead of seeing Russian interests respected, sought to thrust out Russian influence. That was a perfectly hopeless attitude.

ENGLISH PRESS OPINION.

The papers generally chorus the praise of Sir Edward Grey on his masterful and lucid exposition of the foreign policy, and they hope that the conciliatory overtures will be received by Germany in the spirit in which they are made. The exceptions are the "Daily News" and, to a less extent, the "Morning Leader." The former criticises Sir Edward Grey's accounts of the events, and dissects from his suggestion that we have got to take sides in Europe. The journal says that the abandonment of the policy of isolation meant years of unprecedented anxiety and expense, and there was no prospect of improvement unless sought in a bolder spirit than that shown by Sir Edward Grey. Neither the Cabinet nor the party is happy with his policy. The "Morning Leader" expresses downright goodwill to Germany among us, which is not adequately expressed by Sir Edward Grey's cautious cordiality.

BERLIN, EXCITED.

In Berlin a most excited conversation was going on last evening. The streets

TELEGRAMS.

were thronged with crowds struggling to secure special editions of Sir Edward Grey's speech. The "National Zeitung" says that Sir E. Grey placed himself on a pedestal, from where he lectured on German diplomacy. The "Lokal-Anzeiger" says it must be acknowledged that the speech was couched in the most tranquil terms. Germans rejoice at the assurances of British statesmen have more than a day's duration. The "Tageblatt" says that, according to Sir Edward Grey, England wants to live on a footing of equality with Germany, but his utterances prove that England, this summer placed herself on a higher footing—that of controller of the world. The Germans would not tolerate an unlimited right of veto. The "Rundschau" says the speech was a disappointment to all hoping for a decisive change in the direction of an Anglo-German rapprochement. The German Government must at last, it says, recognise what is needed. The "Vossische" declares that Sir Edward Grey's speech alters nothing in the political conditions or feelings. In an article the "Bavarian Courier" says that the utterances of the British Minister are not calculated to inspire over-much hope as to an improvement in Anglo-German relations, while the "Vossische" declares that the speech is thoroughly conciliatory.

PERSIA.

Sir Edward Grey defended the Anglo-Persian Agreement, which came into existence because the situation in Persia was very unsatisfactory and unstable. His object was to prevent Great Britain and Russia from diplomatically mining and countermine against each other. Mr. Morgan Shuster, the American Financial Commissioner, had set to work with good intentions and single-mindedness, but did not take into account the peculiar political considerations underlying the agreement, and he appointed Major Stokes, who had never made a secret of expressing his anti-Russian feelings.

Russia while not objecting to Mr. Shuster's appointments of Britishers at Shiraz and Isfahan, objected to the appointment of M. Le Coffre at Tabriz, which was near the Russian frontier. The attitude of Russia was not unreasonable as an adherence to Mr. Shuster's principle would lead simply to anglicising the Persian official service and the disappearance of the agreement. Sir Edward reviewed the dispute between the Russians and Mr. Shuster and said that as Mr. Shuster was an American citizen he had a perfect right to circulate what he pleased on political affairs, but he had no right to circulate as a Persian official pamphlets attacking a neighbour of Persia. Such a situation was impossible. He defended the despatch of British troops on the ground of the chaos and insecurity of the lives and property of Britishers. Referring to the independence of Persia he said that it was absolutely essential to it to take account of the Anglo-Russian interests in the gulf adjoining the frontier. He concluded by saying that the Government at Tehran ought to realize the impossibility of employing an official who was openly hostile to Russian interests from North Persia.

SPEECH AFTERMATH.

Bombay, Nov. 27. Sir Edward Grey in reply to Mr. Byles said that there had been no communications with reference to utilising the Aber Expedition for the demarcation of the Chinese frontier of the British and Chinese spheres. Mr. Aquith said that a Commission to enquire into the trade of the Empire would be appointed as early as possible. He was unable to promise that it would be completed at the end of the year. He proposed that there should be a member from each Dominion and six from the United Kingdom. Renter understands that Russia demands the removal of Mr. Shuster, and that the American Government is not prepared to support him.

TELEGRAMS.

Sir E. Grey's speech has created a good impression on the stock exchange. Consols are a fraction higher. The French Press in a chorus of approval of the speech, says that it will reassure Europe and help to maintain peace.

LANDSDOWNE'S EULOGY.

Durban, Nov. 20. Lord Lansdowne, leader of the Conservative Party in the House of Lords, speaking in that chamber eulogised Sir E. Grey's speech as one of the most remarkable ever delivered by a Secretary of State for Foreign Affairs. The speech echoed what was believed to be a general desire for better relations with Germany.

In the Lords, Lord Courtney attacked the Government policy in Morocco. He complained that Sir E. Grey appeared to believe it impossible to establish the same cordial friendship with Germany as with France.

Lord Morley emphasised that the Anglo-French Agreement of 1901 was in no way hostile to Germany, moreover its essence was that Great Britain should have a free hand in Egypt, and France a free hand in Morocco. It would be intolerable if we, after taking our share of the profits should in any way refuse France her share. Referring to Germany, he said that there was no reason why Germany's unprovoked expansion should impair the desire for cordial friendship pervading the whole nation. Germany's great progress of all kinds entitled her to national ideals, and lofty ambitions. Her desire to find territories for her surplus population was a most natural. No Cabinet could be more determined not to drift into a single unnecessary and in politics antagonism than the present one and that determination would be successfully carried out.

AUSTRALIAN CRICKET.

VICTORIA V. SOUTH AUSTRALIA.

(Service to the "Telegraph.") Durban, Nov. 28. In the Interstate match between Victoria and South Australia the former scored 553 in the first innings (W. W. Armstrong 250) and South Australia scored 232 and 188.—Renter.

OBITUARY.

(Service to the "Telegraph.") Durban, Nov. 28. The deaths are announced of Mr. Alfred Holt, the Liverpool ship-owner and Baron Gustave Rothschild of Paris.—Renter.

THE MOROCCAN SCANDAL.

FRENCH GENERAL RETIRED.

(Service to the "Telegraph.") Durban, Nov. 28. Renter's Paris correspondent High Commissioner of the Oran district of Morocco who played several French officials under arrest in October has been retired. M. Destailleur, Government Commissioner for Oran, one of the officers placed under arrest, has been suspended pending an inquiry. General Drude succeeds General Touss.—Renter.

(Some particulars in relation to this scandal will be found elsewhere.—Ed.)

PERSIA.

(Service to the "Telegraph.") Bombay, Nov. 20. The Russian troops will not advance further in Persia, unless necessity arises.—Renter.

TELEGRAMS.

THE REBELLION.

THE SEASON'S WINNERS.

(Our Own Correspondent.) London, Nov. 28, 6.50 a.m. Lord Derby won £42,721 during the racing season and Mr. J. B. Joel the sum of £34,574. Wootton had 187 wins, Trigg 111, and Maher 99.

HANYANG CAPTURED.

Via Bombay, Nov. 28, 3 p.m. Peking reports that Consular despatches from Hankow state that the imperialists captured Hanyang yesterday after prolonged and desperate fighting. The rebels, who suffered enormous losses, fled to Wujiang.

WUJIANG CAPITULATES.

Shanghai, Nov. 28, 6.15 p.m. Wujiang capitulated to the imperialists to-day. The revolutionary leaders are desiring to negotiate for peace, and are suggesting certain alterations in the Government programme. The Government is endeavouring to secure an immediate cessation of hostilities at Nanking. There is a temporary lull at Nanking, and the revolutionaries are unable to breach the walls. Two 4.7 guns on carriages are going up to-night. (Special Service.) Via Durban, Nov. 28, 9.15 a.m. After continuous rain the match between the M.C.C. and New South Wales was drawn. Foster took three wickets for 35 runs, and Douglass also had three for 35.

REBELS SEEK TERMS.

(Service to the "Telegraph.") Bombay, Nov. 29. Renter's Hankow correspondent states that the revolutionaries have asked for three days' armistice to secure the other provinces consent to the Government's terms, especially the retention of the present dynasty.

PERKING JUBILANT.

There is jubilation among the officials at Peking over the Imperialist recapture of Hanyang and Wujiang. They believe that the rebellion will now crumble to insignificance.—Renter.

THE WAR.

ITALIAN LOSSES.

(Service to the "Telegraph.") Durban, Nov. 28. Renter's Rome correspondent states that the Italian losses on Sunday at Tripoli were 10 killed and 104 wounded and at Derna there were 42 casualties.—Renter.

INSURANCE BILL.

POSITION OF SERVANTS.

(Service to the "Telegraph.") Durban, Nov. 28. Mr. Lloyd George addressed a servant deputation on the Insurance Tax and dwelt on the benefits and the various forms which they might take. He pointed out that all parties in the Commons supported the inclusion of servants. If there were a desire on the part of a vast majority of servants to be excluded the House of Commons would listen to them.—Renter.

A FINCHLEY TRAGEDY.

EX-SHOWMAN MURDERED.

Durban, Nov. 29th. The famous ex-showman Lord George Sanger was murdered at his residence, a farm near Finchley, last night by an employee. The murderer killed Sanger with a chopper and two of his servants were seriously wounded.—Renter.

OUR LONDON LETTER.

(By Our Special Correspondent.)

Flying Without Engines.

The latest thing in aeroplanes is the new motorless glider in which Mr. Orville Wright made some remarkable experiments recently. The inventor would not give any special details of the improvements except that the machine is fitted with wide wings and planes and has a rear rudder with a 24ft. spread. To set off the weight of the rear rudder a bag of sand, weighing 5 lbs., was hung from the end of a rope in front of the airman's seat. The bag was carried out in the face of a fifty mile wind and the airman rose to a height of 200ft., remained there for 45 minutes and landed 700 ft. away from the starting place. Mr. Wright himself considered the feat astonishing as he was using an imperfect and improperly balanced glider. He mounted in the air like a kite without any impetus for starting and remained practically motionless while the wind whistled through the planes. The glider was so terrific that the spectators had to lie flat on the sand and even the birds were compelled to seek shelter. Mr. Wright was seen to be working at the warping levers at about the same rate as one row a hour and with such suggestive gust of wind the glider rose until at about a height of 200ft. it floated like a ship on calm sea. After remaining in the air a short time Mr. Wright dipped the machine forward and glided downwards in the same way as a balloon when the engines are shut off. The new invention has made a tremendous sensation and the details are awaited by flying men with the greatest impatience.

The Prince of Wales.

The young Prince of Wales has just concluded his period of training on the battleship Hindustan and has thus bid farewell to the sea. His three months' training has been curtailed so that he may be able to spend a few days with his parents before their Majesties sail for India. During the time he has been on the battleship he has worked very hard and has been subjected to all the discipline and restrictions applicable in the service without a single exception. During his four years' training at Osborne and Dartmouth Colleges he led the life of an ordinary cadet and shared everything, both pleasures and duties, with his fellows of whatever station. All the drudgery, which falls to the lot of the boys, were borne by him quite cheerfully and he has gained a fair insight into all the departments of the navy. During the coming winter he will continue his studies at York Cottage, Sandringham, and it is understood will go on to one of the great universities. The young Prince is particularly modest and retiring but those in touch with him declare him to be deeply and enthusiastically earnest in any duty entrusted to him. He is like his father and grandfather, a particularly keen observer and critic of what goes on around him and even the minutest detail never escapes him. His keenness and industry have been warmly appreciated on board the Hindustan and the Prince on his part has become deeply attached to the ship and her company and if his inclination alone had been consulted the connection would doubtless not yet have been severed. The Captain in an interview declared that everybody on the Hindustan would be sorry to lose such a good comrade and the best wishes of all would go with the young Prince through his future career.

King's Work by Wireless.

When the King sails for India on November 11, he will be able

to keep in close touch with home affairs by means of wireless telegraphy. A large and brilliant suite have been selected to transport the enormous amount of business which is necessary and a powerful installation has been fitted to the Medina so that his Majesty will be able to send frequent messages to members of his Government. No fewer than forty suites of rooms have been specially furnished for the transaction of such business and the Queen's brother, the Duke of Teck, will be the most prominent member of the Official on board. As Prince Alexander of Teck, the younger brother, has been selected to head the Royal Mission in Siam it would appear that they will both be frequently called on to assist in affairs of state until the Prince of Wales is old enough to take his part. Lord Stamfordham will act as the King's private Secretary and Sir Frederick Ponsonby as Assistant Secretary. The Queen's Household will be a very large one and many of her Majesty's great friends are going as members. Among these are the Earl and Countess of Shaftesbury, the former as Chamberlain of the Queen's Household and the latter as Woman of the Bedchamber. The Medina will carry several officers well known to their Majesties, among them being Rear-Admiral Sir Colin Keppel. The large dining saloon, which is capable of seating 300 persons, will be used for luncheon and dinner and the King and Queen intend to have these meals with the members of their respective suites. The band of the Royal Marine Band will play during dinner each evening. It is not often that such an important post as the Herald at the Durbar is held by a man who has risen from the ranks but such is the case in the present instance. Brigadier-General Elliot Peyton, the third son of the late Colonel Peyton of the 7th Dragoon, joined his father's regiment as a private, and rose steadily from the ranks and is now in command of the Mergat Cavalry Brigade. The General will be assisted by a deputy Indian officer, who will read out the proclamation in the vernacular and the trumpeters will consist of eight soldiers from the British Army and eight from the Indian Army.

Mabam Alban's Farewell to England.

At the Albert Hall on October 14, the great Canadian soprano, Madame Alban, bade farewell to 10,000 representatives of her admirers in England. Many of her colleagues gave their aid at the concert, among them being Mme. Adelina Patti and Sir Charles Santley. These great stars of the fifties and sixties were in wonderful form and the immense audience was thrilled with sentimental interest in their performance. It was an extraordinary programme, as operatic music was jumbled indiscriminately with devotional and comic pieces. Each singer was simply loaded with floral offerings and the platform was literally covered with gorgeous blossoms. Mme. Alban first sang "Ombra mai fo" and as an encore Gounod's "Ave Maria". Afterwards she sang the solo in Mendelssohn's "Hear my prayer," and also joined Mme. Ayla Crossley in "Ye Banks and Braes" as an unaccompanied duet. The last item on the programme was Tosini's "Goodbye" and in Mme. Alban's wonderful voice there were real tears during this rendering. She recovered sufficiently, however, to lead the audience in "God Save the King" and tripped off in her usual playful fashion after a presentation of a purse of gold which was presented to her by her admirers. Mme. Patti contributed "Angels Ever Bright and Fair" and her inimitable "Home Sweet Home." Sir Charles Santley, who appeared pathetically old and bent, sang "Maid of Athens," but it was difficult to detect traces of his former greatness as he trembled and nearly broke several times. He recovered, however, and made a gallant effort in Hatton's song "To Anthea" and finished up with "Simon the Collarier" in capital spirit. Mme. Sarah Bernhardt was to have joined her colleagues on the Albert Hall platform but unfortunately her arrangements with the proprietors of the Coliseum, where she is at present appearing, rendered it impossible for her to fulfil her promise.



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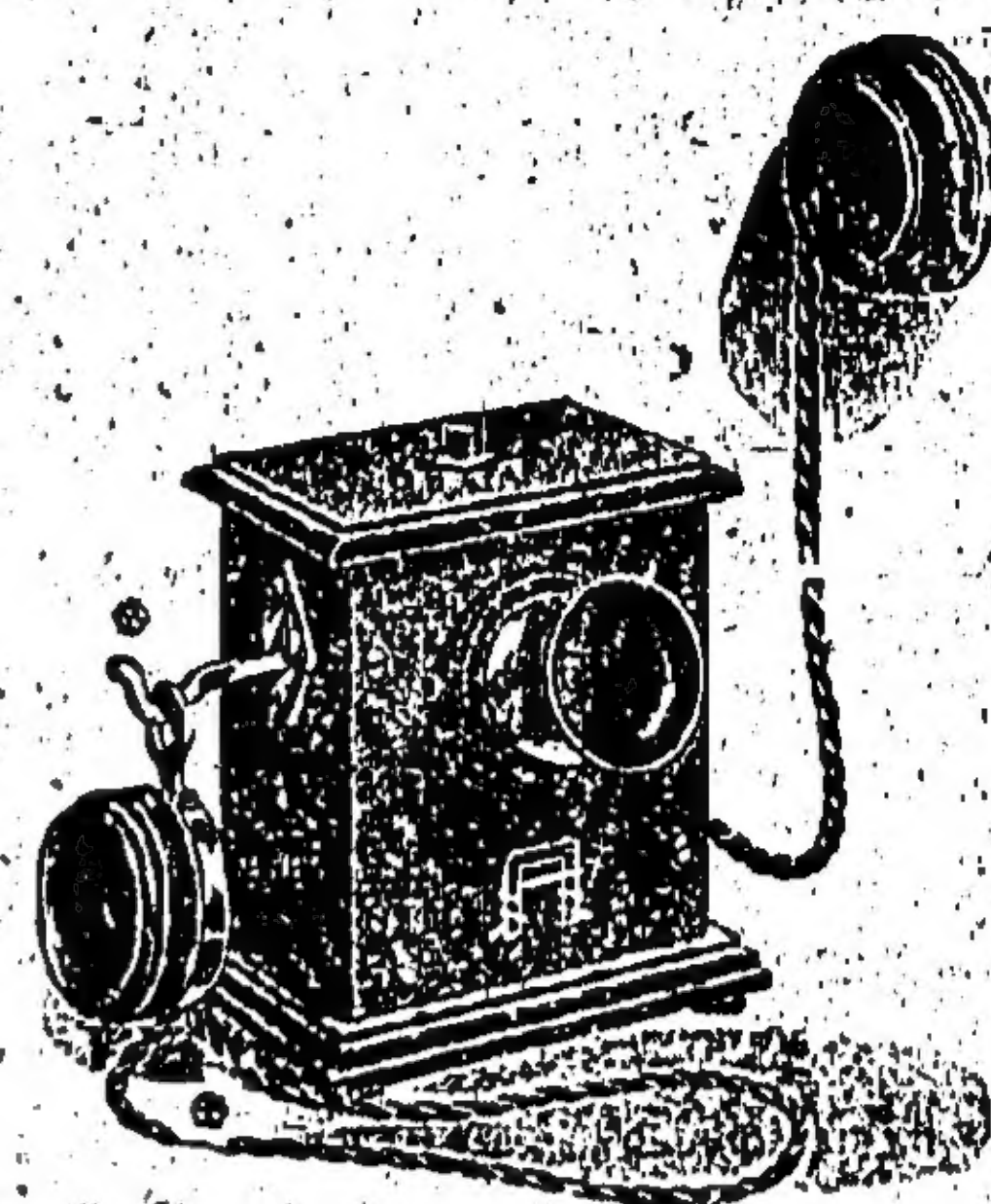
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(Effective from October 28, 1911.)

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st Class Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Train and with Dairen-Shanghai Direct Steam Service by the S.S. "Kobe Maru" and "Sakiko Maru" (each 2,377 tons) as follows:—

NORTH BOUND.

1st Class Rates	Shanghai (Steamer)	Lv.	Thurs. Sat. Sun.	Thurs. Sat. Sun.	Thurs. Sat. Sun.
\$40.00	Dairen (")	At.			
	(S.M.R. Train)	Tr.	8.00 a.m.		
Y14.95	Mukden (")	At.	8.00 p.m.		
	(")	Tr.	4.05		
Y11.50	Changchun (")	At.	10.30		
	(Russian Train)	Tr.	*11.50		
\$9.60	Harbin (")	At.	*8.10 a.m.		

Connecting at Harbin with

SOUTH BOUND.

Connecting at Harbin with			State Ex- press from Pei'g.	State Ex- press from Moscow	Wagon Lits from Moscow
R 9.60	Harbin (Russian Train) ...Lv.	*12.00 a.m.	Mon.	Wed.	Fri.
	Changchun (") ...At.	* 8.40 p.m.	"	"	"
	(S.M.R. Train) ...Lv.	10.00	"	"	"
Y11.50	Mukden (") ...At.	5.00 a.m.	Tue.	Thurs.	Sat.
	(") ...Lv.	5.15	"	"	"
Y14.95	Dairen (") ...At.	1.20 p.m.	"	"	"
	(Steamer) ...Lv.	Noon	Wed.	"	Sun.
Y40.00	Shanghai (") ...At.		Fri.	"	Tues.

Connecting at Harbin with

* Russian Train Time is 23 minutes faster than S.M.R. Time. For instance 6 p.m. by the former is 5.37 p.m. by the latter.

Supplementary Charges on DAIREN-CHANGCHUN Service. EXPRESS EXTRA FEE Y8.00 SLEEPING CAR SUPPLEMENT Y6.00

ANTUNG-MUKDEN LINE—Opened for standard gauge traffic and operating three weekly express service between Changchun and Seoul, changing at Mukden.

TICKET AGENCIES—The Company's railway and steamer tickets are obtainable at all the Agencies of the International Sleeping Car & Express Trains Co.; the Nippon Yusen Kaisha, Shanghai; Messrs. Theo. Cook & Son; and Reisebureau des Hamburg-Amerika Linie.

RAILWAY HOTELS—Yamato Hotel (Tel. Add. 1 "Yamato") at Dairen; Port Arthur, Mukden, Fushun and Changchun, all under the Company's management.

SOUTH MANCHURIA RAILWAY COMPANY DAIREN.

Tel. Add. "Manchu." Codes: A.B.C. 5th. Ed. A. 1. 8 "Manchu."

FUSHUN COAL

THE BEST STEAMING COAL IN THE FAR EAST. Fresh stocks always on hand at Dairen, Nanchang and Tientsin Depots and also at Cheloo, Shanghai, Hongkong, Singapore and Penang.

MINING DEPARTMENT.

SOUTH MANCHURIA RAILWAY COMPANY DAIREN.

Tel. Add. "Manchu." Codes: A.B.C. 5th. Ed. A. 1. 8 "Manchu." Agents: MITSUI BUSSAN KAISHA LTD. (Incorporated in Japan) Hongkong, 2nd October 1911.

Bill Lewis finishes up his indoor work, for his bout with W. Hudson at the City Hall on Saturday night at the V. R. C. today. Micky Dunn, Stoker Higgins, Bandman Smiter, Private Potter, Littlejohns and Seaman Heath, all report themselves in the best of condition, and some excellent fighting should be seen. The booking, which is at Robinson's, is going strong.

Four men were fined \$25 each at the Magistrate yesterday for using abusive language.

A MOROCCAN SCANDAL.

French Official Arrested.

In view of a telegram we received last month in connection with the arrest of French officials in Morocco, the following is of interest:

A painful sensation was created in Paris on October 21 by the news received from Oran that General Toutee, the French High Commissioner of the district, had upon his return to his post from Paris placed the French-Civilian Commissioner, the Vice-Consul, the chief Customs official, and the Moorish Kadi of Ujda under arrest. General Toutee, after a leave of absence in France, arrived in Oran and two days after he left by motor-car for Ujda, which he reached at 5 p.m. Two hours later a captain of Artillery presented himself at the head of a section of rifles outside the house of M. Destailleur, the Government Commissioner for the Oran district, and informed him that he arrested him by General Toutee's orders. M. Destailleur seems to have made no difficulty about accompanying the Artillery officer and was placed in the military prison, where he was shortly afterwards joined by M. Lorgeon, the Vice-Consul, M. Pandory, the Customs official, and the Moorish Kadi.

M. Destailleur is a Colonial official with a distinguished record. He began his career under De Brazza, the founder of the French Congo, and he was served 13 years in Tunis. When in 1907 it was decided by way of reprisals for the murder of Mr. Mauchamp at Marrakech to occupy the Ujda region on the Moroccan side of the Algero-Moroccan frontier M. Destailleur was designated by M. Clemenceau to be its first administrator. His post was made subordinate to that of the French Minister at Tangier, but when a military High Commissioner, General Lyant, was in the following year given a command which embraced the same district, the respective powers of the two Commissioners do not appear to have been precisely defined. M. Lorgeon has also spent most of his career in French North Africa, and was appointed Vice-Consul at Ujda in February of this year.

The Government's Attitude. It was at first supposed that General Toutee had acted under instructions from the Foreign Office and of the Ministry of War, to which jointly he is responsible. This idea was at once dispelled, however, by an official communiqué from the Quai d'Orsay which characterized General Toutee's action as "spontaneous" and added that it was in yet "unexplained."

It was further announced as the result of a conference which the Prime Minister, M. Chollaux, held with the Minister for Foreign Affairs, M. de Seve, the Minister for War, M. Messimy, and the Minister Resident at Tangier, M. Regnaud, that an enquiry into the incident would at once be instituted. A commission of three members, representatives of the Foreign Office, the Ministry of War, and the Ministry of Finance, has already been appointed and was to leave Paris on October 23, for Oran and Ujda. They are M. Bertholot, a sub-director of the Foreign Office, M. Chapuis, an Army accountant of the second class and M. Sauval, an inspector of finance of the first class.

The three French officials and the Moorish Kadi have already been released by order of the French Government. It is stated that General Toutee himself did not wish their detention to be other than temporary.

Alleged Reasons for the Arrests. The causes of General Toutee's sudden action have not yet been explained. According to the most trustworthy accounts of the incident the General, as soon as he arrived in Ujda, invited Mr. Pandory to show him a statement of his accounts. This the Customs official refused to do, and he was supported in his refusal by M. Destailleur and M. Lorgeon, an attitude which prompted General Toutee to take the extreme step of placing them all under arrest. There is no doubt that some feeling existed between the military and the civil representatives of the French Government, the hostility of ill-feeling having been kindled down to General Toutee from his predecessor, General Lyautey, and it is said that it

was for the very purpose of having their relative functions clearly determined that both General Toutee and M. Destailleur have lately been in Paris. There is a great deal of talk about concessions of land and speculation on the frequent variations in the Moroccan exchange, but no opinion can be safely offered in this matter for the moment. That the Government does not consider it improbable that the trouble in some way concerned with financial operations is evident from the fact that they have appointed a financial expert to be one of the three members of the commission of inquiry.

Mr. Beaumont, of the Cotton Mills, Causeway Bay, had a nasty experience on Sunday afternoon. He visited the workrooms, and had occasion to have one of the recently arrived workmen from Shanghai put out of the room. No sooner had he given the order than about 200 of the men left their work and threw machine weights at Mr. Beaumont, several striking him in the back. He left the room hurriedly to escape further injury. The police were subsequently called in and four of the men arrested. They appeared before Mr. Irving at the Magistracy yesterday and were summarily dealt with. Three of the defendants were sentenced to six weeks' hard labour, and the fourth was sent along for three months. This should prove a deterrent to the other unruly work-

The death took place on October 21st in London of Mr. Herbert Goldsmith Squiers. In 1898 he became Secretary of Legation in Peking, and during the siege of the Legations in 1900 performed conspicuous services, for which he received the thanks of the British Government. Writing on August 15th, 1900, at the conclusion of the memorable account of the siege, the Times Peking correspondent said: "I have not sufficiently recorded the valuable services rendered by Mr. H. G. Squiers, First Secretary of the American Legation who on the death of Captain Sprouts became chief of the staff to Sir Claude MacDonald. He had been for 15 years in the United States Cavalry, and his knowledge and skill and the resolution with which he inspired his small body of men will not readily be forgotten." It was by his urgent advice that on July 3rd a forenoon force of 65 men, British, American, and Russian, charged the Chinese forces who had seized the Tartar Wall and drove them from it—the only effective offensive measure accomplished by the besieged. As chief of Sir Claude MacDonald's staff, his tact, brio and knowledge of languages proved of great service in maintaining friendly co-operation between the different nationalities. His eldest son was orderly to Sir Claude MacDonald during the siege.

Today's Advertisements

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking cargo on Through Bills of Lading to Bangkok, Madras, and Manilla).

THE Steamship

"CATHERINE APCAR," Captain L. C. Towns, will be despatched for the above ports on Saturday the 2nd prox., at 1 p.m.

For Freight or Passage, apply to DAVID SASSON & CO., LTD., Agents.

Hongkong, 28th Nov., 1911.

NOTICE

TO ALL WHOM IT MAY CONCERN. Notice is hereby given that Mr. P. F. FALK, who formerly conveyed for our firm for the sale on commission of property, has now withdrawn from the business, and that he has no authority to make any sale whatsoever of the name of our firm, and further, we entirely disclaim any connection with or responsibility for his acts or omissions.

(Signed) F. BLACKHEAD & Co. Hongkong, Nov. 28, 1911.

Friday Dec. 8th 9.15 p.m.

PHILHARMONIC CONCERT.

BOOKING.

LANE CRAWFORD & Co.

BY ORDER OF THE MORTGAGEE.

Public Auction.

Mr. Geo. P. Lammert has received instructions to sell by Public Auction on Thursday, the 7th day of December 1911, at 3 o'clock in the afternoon, at his Sale Rooms the following valuable Leasehold properties situated at Victoria, Hongkong, in Ten Lots, or otherwise as the Auctioneer shall decide, viz:

Lot 1. All that Piece or Parcel of ground known and registered in the Land Office as SECTION 1 OF INLAND LOT NO. 120, together with the messuage erections and buildings thereon known as No. 4 Tung Tak Lane. Term 999 years. Annual Crown Rent \$8.55.

Lot 2. All that Piece or Parcel of ground known and registered in the Land Office as the REMAINING PORTION OF SECTION 1 OF INLAND LOT NO. 120, together with the messuage erections and buildings thereon known as No. 7, Lyndhurst Terrace. Term 999 years. Annual Crown Rent \$12.21.12.

Lot 3. All that Piece or Parcel of ground being portion of SECTION 1 OF INLAND LOT NO. 94, together with the messuage erections and buildings thereon known as No. 37, Aberdeen Street, and intended to be registered in the Land Office as Sub-Section No. 1 of Section E of Inland Lot No. 94. Term 994 years. Appointed Annual Crown Rent \$2.45.

Lot 4. All that Piece or Parcel of ground being portion of SECTION 1 OF INLAND LOT NO. 94 together with the messuage erections and buildings thereon known as No. 47, Aberdeen Street, and intended to be registered in the Land Office as Sub-Section No. 2 of Section E of Inland Lot No. 94. Term 994 years. Appointed Annual Crown Rent \$2.45.

Lot 5. All that Piece or Parcel of ground being portion of Section E of Inland Lot No. 94, together with the messuage erections and buildings thereon known as No. 49, Aberdeen Street, and intended to be registered in the Land Office as Sub-Section No. 3 of Section E of Inland Lot No. 94. Term 994 years. Appointed Annual Crown Rent \$2.45.

Lot 6. All that Piece or Parcel of ground being portion of SECTION 1 OF INLAND LOT NO. 94 together with the messuage erections and buildings thereon known as No. 11, Choong Wor Lane, and intended to be registered in the Land Office as SUB-SECTION NO. 4 OF SECTION E OF INLAND LOT NO. 94. Term 994 years. Appointed Annual Crown Rent \$2.45.

Lot 7. All that Piece or Parcel of ground being portion of SECTION 1 OF INLAND LOT NO. 94 together with the messuage erections and buildings thereon known as No. 12, Choong Wor Lane, and intended to be registered in the Land Office as SUB-SECTION NO. 5 OF SECTION E OF INLAND LOT NO. 94. Term 994 years. Appointed Annual Crown Rent \$2.45.

Lot 8. All that Piece or Parcel of ground being portion of SECTION 1 OF INLAND LOT NO. 94 together with the messuage erections and buildings thereon known as No. 13, Choong Wor Lane, and intended to be registered in the Land Office as SUB-SECTION NO. 6 OF SECTION E OF INLAND LOT NO. 94. Term 994 years. Appointed Annual Crown Rent \$2.45.

Lot 9. All that Piece or Parcel of ground being portion of SECTION 1 OF INLAND LOT NO. 94 together with the messuage erections and buildings thereon known as No. 14, Choong Wor Lane, and intended to be registered in the Land Office as SUB-SECTION NO. 7 OF SECTION E OF INLAND LOT NO. 94. Term 994 years. Appointed Annual Crown Rent \$2.45.

Lot 10. All that Piece or Parcel of ground known and registered in the Land Office as SECTION 1 OF THE REMAINING PORTION OF INLAND LOT NO. 94 together with the messuage erections and buildings thereon known as No. 64, Staunton Street, and intended to be registered in the Land Office as SECTION 1 OF INLAND LOT NO. 94. Term 994 years. Annual Crown Rent \$4.04.

For further particulars and conditions of sale, apply to



Messrs. CARRERAS' TOBACCOS

HAVE A REPUTATION.

The World Round.

Fresh Stock always obtainable from

1478] KRUSE & CO.

Today's Advertisements

FOR SALE.

Offers will be received by the

Management for the purchase as a

going concern, of the "HONG-

KONG TELEGRAPH."

Hongkong, Nov. 16, 1911.

FOR SALE.

BY AUCTION SIX PONIES.

ON SATURDAY DECEMBER 2ND.

4 p.m.

At Kennedys Stables the following

Ponies, the property of

Dr. J. W. NOBLE.

Tarf 1. Ben Hope

Wirral 3 Shanghai Ponies.

HUGHES & HUGH.

Auctioneers.

MESSRS. JOHNSON, STOKES & MASTER.

Princes Buildings, Ice House Street.

Solicitors for the Mortgagee, or to

MR. GEO. P. LAMMERT, The Auctioneer.

Hongkong 18th Nov., 1911.

SANITARY BOARD OFFICE.

HONGKONG.

To the Owners of DOMESTIC BUILDINGS.

Take Notice that under No. 3 of the DOMESTIC CLEANLINESS and VENTILATION BYE-LAWS (as amended), every Domestic Building or part of such building within the EASTERN Division of the City of Victoria, and the EASTERN Division of Kowloon, occupied by members of more than one family, except those within the Europe Reservation or in Kowloon South of Antia Road or the 3 p.m. of a domestic building used as a shop, office or godown, must be CLEANSED and LIMEWASHED THROUGHOUT by the Owners during the months of October and November.

N.B.—The word "throughout" used in this notice means that the house should be limewashed in respect of all the Walls of each Room, all Ceilings, partitions, Slat Ceilings and Slat Linings, all Ceilings and the Under-sides of Roofs in Main Buildings, Offices, and Servants' Quarters and inclusive of Verandahs.

The Backyard must have its Containing Walls limewashed up to the level of the first floor.

Carved, Painted or Polished Woodwork in good condition, however, need not be limewashed but must be Cleaned.

The Eastern Division of the City is bounded on the West by Gilman Street and Peel Street, Kowloon is divided into the Eastern and Western divisions by Nathan Road and a straight line drawn from the North thereof through the Yaumatei reserve to the Northern boundary of Kowloon.

The Government Limewashing Contractor is prepared to cleanse and limewash at the rate of 95 cents per floor on application being made to the Secretary of the Sanitary Board. Date 18th day of November 1911. W. BOWEN-HOWLANDS, Secretary.

PERMANENT WORKS DEPARTMENT.

WANTED for the Water Works Branch a CLERK to take charge of the accounts and correspondence. Must be a good writer, quick and accurate at accounts and have a good knowledge of the routine. Salary—\$110 per month, rising to \$130 by \$20 biennially. Applications stating age, together with copies of testimonials, to be sent to the above office not later than 12 o'clock on the 28th instant. W. CHATHAM, Director of Public Works. Public Works Office. Hongkong, 17th Nov., 1911. [1498]

MILK

FIVE CENTS A PINT.

PURE, FRESH, SEPARATED, NATURAL.

REMOVED: THE CREAM ONLY.

ADDED: NOTHING.

If you must use Separated Milk why not have it

FRESH?

For sale by

THE DAIRY FARM CO., LTD.

One penny a pint!

CHINESE ENGINEERING and MINING COMPANY, LTD.

CANTON-HONGKONG-TIENTSIN LINE.

THE Steamship

For Freight and Passage apply to

THE CHINESE ENGINEERING and MINING CO., LTD.

Queen's Buildings, DODWELL & CO., LTD., Agents.

117-119, 17th Nov., 1911. [1423]

CANTON-KOWLOON RAILWAY (British Section).

NOTICE.

COMMENCING 8th inst. and until further notice the express trains leaving Kowloon at 8 a.m. and 2.25 p.m. for Canton, and the trains leaving Canton at 7.55 a.m. and 2.25 p.m. for Kowloon are hereby cancelled.

The train leaving Kowloon at 3.45 p.m. for Fan Ling will run to Sham Chun until further notice.

By Order, L. S. LINDSEY, Manager.

Kowloon, 7th Nov., 1911. [1480]

A LING & CO. FURNITURE AND PHOTO SUPPLIES.

DEVELOPING, PRINTING AND ENLARGING.

9, Queen's Road. [1848]

A. FALCONER & Co., Ltd.

WATCHMAKERS & JEWELLERS.

LARGE SELECTION ENGLISH SILVERWARE.

COMPRISING PRESENTATION PLATE, BOWLS, RACE CUPS, etc.

ALWAYS IN STOCK. INSPECTION INVITED.

A choice selection of Xmas Goods are shortly expected.

ERVEN ! UCAS

FAMOUS

BOLS GIN

Distillers since 1575.

This well-known Distillery was started in Amsterdam over 300 years ago, and the enormous sale of its products all over the World proves that it has successfully stood the Test. Sufferers from Kidney Complaints, etc., will save their Doctors' Bills by taking an occasional dose of Bols. Thousands can testify to its abilities as a Kidney Cleanser.

SOLE AGENTS—

H. PRICE & CO., LTD.

12, Queen's Road Central.

HONGKONG.

Tel. No. 135.

Hongkong, 8th November 1911.

GA. DUAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States calling at Shanghai, Yokohama, Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER, SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B. Connecting with Royal Mail Atlantic Steamers. (Subject to alteration.)

From Hongkong	From St. John, N.B.
"Empress of Japan".....Sat., Dec. 2.	"Empress of Britain".....Fri., Dec. 29.
"Montezuma".....Sat., Dec. 30.	
1912	1912
"Empress of India".....Sat., Jan. 27.	"Empress of Ireland".....Fri., Feb. 28.
"Empress of Japan".....Sat., Feb. 24.	"Empress of Ireland".....Fri., Mar. 22.

S.S. "MONTEAGLE" calls at Moji instead of Nagasaki.

Steamers will depart from Hongkong at 7 a.m. Each Trans-Pacific "Empress" connects at Vancouver with a Mail Express Train and at St. John, N.B. with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus. Passengers booked to all the principal points in Canada, the United States, and Europe, and around the World.

HONGKONG TO LONDON, via Canada, via Canadian Atlantic Port or New York (including Mail and North in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).....£71.10/-.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston. SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials, and to European Officials in the service of the Government of China and Japan, and their families. Full particulars on application to Agents.

Through Passengers are allowed stop-over privileges at the various points of interest en route. R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (barring intermediate) the western Japan and American lines being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port.....£71. Via New York.....£65. For further information, apply to Agents, D. W. CRADDOCK, General Trade Agent, Corner Radder Street and Praya (opposite Blue Print).

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Ship	Day	Time
SHANGHAI & SWATOW	"YANGSHAN"	Tuesday, 28th Nov.	Noon
SHANGHAI, KOREA & YOKOHAMA	"KITSAN"	Friday, 1st Dec.	Noon
SINGAPORE, PENANG & CALCUTTA	"YAMASU"	Tuesday, 6th Dec.	3 p.m.
MANILA	"YUESANG"	Saturday, 9th Dec.	3 p.m.
MANILA	"YONGSAN"	Sunday, 2nd Dec.	2 p.m.
SHANGHAI	"KWONGSANG"	Sunday, 1st Dec.	4 p.m.
SANDAKAN	"MAUSANG"	Friday, 22nd Dec.	Noon

The steamer "Katsan" is a new ship of 1,000 tons, built at Hongkong, and is a fast and comfortable vessel.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried. Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze, Peking, Omdoo, Tientsin & Jehowang.

‡ Taking Cargo on Through Bills of Lading to Kuantan, Lahad Dato, Singapore, Tawau, Taitung, and Labuan.

For Freight or Passage, apply to J. A. DINE MATIESON & CO., LTD., Hongkong, 27th November, 1911.

THE BANK LINE, LTD.

REGULAR SERVICE FROM HONGKONG FOR VANCOUVER, SEATTLE and PORTLAND (Or.) via SHANGHAI and JAPANESE PORTS.

Steamer	Captain	Tons D W	On or about
"STRATHLYON".....	J. R. Shaw	8,000	November 21st.

To be followed by other steamers of the Company at regular intervals. The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, Central and South America. Will call at Any and Kaitang if no direct intermediate offers. These steamers are of the latest design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy. Special Parcel Express to American and Canadian Ports. For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED.

KING'S BUILDING, Praya Central. Telephone No. 780. Hongkong, 28th October 1911.

NEW LINE OF STEAMERS

TO SOUTH AFRICAN PORTS.

ORIENTAL AND AFRICAN LINE.

REGULAR Direct Service from Japan, China, and Straits to Batavia, Delagoa Bay, Durban, East London, Port Elizabeth and Cape Town, calling at Mauritius if no direct intermediate offers, and affording the Quickest Freight Transport from the Orient to South Africa.

PROPOSED SAILINGS. S.S. "SPERDIE".....3,000 tons.....To be despatched end Dec. S.S. "KATANGA".....5,000.....To follow regularly thereafter.

For Rates of Freight or Passage, apply to THE BANK LINE, LIMITED, Managing Agents.

Singapore, 28th August 1911.

Shipping—Steamers

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

Projected Sailings from Hongkong—Subject to Alteration

Destinations	Steamers	Sailing Dates
MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.....	HITACHI MARU, Capt. T. Yamawaki, T. 7,000 MIYABAKI MARU, Capt. T. Mura, T. 9,000 KAWACHI MARU, Capt. Potanzen, T. 7,000	WEDNESDAY, 6th Dec., at Daylight. WEDNESDAY, 20th Dec., at Daylight. THURSDAY, 21st Dec., at Daylight.

VICTORIA, B.C., & SEATTLE..... KAMAKURA MARU, Capt. B. Kon, Tons 7,000, SATURDAY, 8th Dec., from KOBE

VICTORIA, B.C., & SEATTLE via SHANGHAI, MOJI, Kobe, Yokohama, Oni, and Yokohama..... INABA MARU, Capt. S. Tominga, Tons 7,000, FRIDAY, 8th Dec., at Noon. TAMBA MARU, Capt. K. Noda, Tons 7,000, TUESDAY, 2nd Jan., at Noon.

SYDNEY & MELBOURNE via MANILA, THURSDAY, 21st Dec., at Noon. KUMANO MARU, Capt. M. Wichter, Tons 6,000, FRIDAY, 19th Jan., at Noon.

NSAKI, KOBE & YOKOHAMA..... NIKKO MARU, Capt. M. Yagi, T. 6,000, SUNDAY, 26th Nov.

KOBE & YOKOHAMA..... IYO MARU, Capt. R. Fukuoka, Tons 7,000, THURSDAY, 7th Dec., at 11 a.m.

SHANGHAI, MOJI & KOBE..... BOMBAY MARU, Capt. T. Hori, Tons 5,000, SATURDAY, 23rd November.

SHANGHAI & KOBE..... COLOMBO MARU, Capt. J. Potanzen, T. 5,000, WEDNESDAY, 6th Dec.

SHANGHAI & KOBE..... HAKOSHIMA MARU, Capt. H. Hara, Tons 4,000, WEDNESDAY, 21st Nov.

BOMBAY, SINGAPORE, & COLOMBO..... HAKATA MARU, Capt. H. Nishida, T. 7,000, TUESDAY, 28th Nov.

† Fitted with new system of wireless telegraphy.

* Carries deck passengers. † Cargo only.

NEW LINE OF STEAMERS BETWEEN KOBE and CALCUTTA.

Regular fortnightly services from Kobe to Calcutta calling at Hongkong, Singapore, Penang and Rangoon.

The next steamer to sail from Hongkong: "JINSEN MARU".....Tons 4,000.....Capt. Maehida.....Dec. 2nd.

1912 PASSENGER SEASON 1912

FOR EUROPE.

Steamer	Tons	Captain	From Hongkong.
TANGO MARU	8,000	K. Kowara	Feb. 14th.
KAMO MARU	9,000	P. L. Sommer	Feb. 28th.
AKI MARU	7,000	K. Homma	Mar. 13th.
MUSHIMA MARU	9,000	A. O. Mores	Mar. 27th.
KAGA MARU	7,000	M. Hagino	April 10th.
ATSUTA MARU	9,000	Wm. Thompson	April 24th.
HITACHI MARU	7,000	T. Yamawaki	May 8th.
MIYABAKI MARU	9,000	T. Mura	May 22nd.

FOR SEATTLE.

Steamer	Tons	Captain	From Hongkong.
INABA MARU	7,000	S. Tominaga	Feb. 27th.
TAMBA MARU	7,000	K. Noda	Mar. 26th.
SANUKI MARU	7,000	T. Iizawa	April 9th.
AWA MARU	7,000	S. Tominaga	April 23rd.
INABA MARU	7,000	S. Tominaga	May 21st.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Causeway Road.

T. KUSUMOTO, Manager.

CHINA NAVIGATION CO. LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To
MANILA, ZAMBOANGA & AUSTRALIAN PORTS	"CHANGSHA".....28th Nov. 8 p.m.	28th
WEIHAWEI & TIENSIN	"HUICHOW".....28th	4 p.m.
MANILA, ILOILO & ORBU	"TEAN".....28th	4 p.m.
TIENSIN & CHEFOO	"TAMSUI".....29th	4 p.m.
HOIHOW & HAIPHONG	"SINGAN".....30th	Noon
SHANGHAI	"CHENAN".....30th	4 p.m.
SHANGHAI	"LINAN".....2nd Dec.	4 p.m.
MANILA, OBU & ILOILO	"KATFONG".....5th	4 p.m.
SHANGHAI	"CHINHU".....7th	4 p.m.
SHANGHAI	"ANHUI".....9th	4 p.m.

DIRECT SAILING TO WEST RIVER, Twice Weekly. S.S. "LINTAN" and S.S. "BANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—Twin screw steamers "Teon" and "Taming," saloon accommodation, electric fans fitted, extra state-rooms on deck, aft. Saloon accommodation of a "Kailong" is situated on deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN-SCREW STEAMERS (Aichi, Chonan, Linan, Chinkai), with excellent passenger accommodation. Electric Light throughout, and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Whampoa.

Reduced Fares:—Single \$45. Return \$75.

For Freight or Passage apply to BUTTERFIELD & SWIRE.

Telephone No. 44. Hongkong, 28th November, 1911.

Shipping—Steamers

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to

Marseilles, Havre, Bremen and Hamburg and New York.

Taking cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.	HOMEWARD.
For Shanghai, Kobe & Yokohama:	For Havre, Bremen & Hamburg:
S.S. Dortmund 6th Dec.	S.S. "Slavonia" 7th Dec.
For Segoria 14th Dec.	For Rotterdam, Hamburg & Antwerp:
For Silesia 27th Dec.	S.S. "Siboga" 10th Dec.
Ambria 10th Jan.	For Marseilles, Havre & Hamburg:
Goltschke 24th Jan.	S.S. "Andalucia" 18th Dec.
	For Havre & Hamburg:
	S.S. "Santal" 29th Dec.
	For Rotterdam & Hamburg:
	S.S. "Brasil" 30th Dec.
	For Havre, Bremen & Hamburg:
	S.S. "Dortmund" 6th Jan.
	For Havre & Hamburg:
	S.S. "Segoria" 17th Jan.
	For Marseilles, Havre & Hamburg:
	S.S. "Liberia" 20th Jan.

For Further Particulars, apply to—

Hamburg-Amerika Linie, Hongkong Office.

Hongkong, 17th November, 1911.

PHILIPPINES

PHILIPPINES STEAMSHIP CO.

Steamship	Tons	Captain	For	Sailing Date
ZAFIRO.....	400	M. O. Smith	MANILA, CEBU & ILOILO	THURSDAY, 30th Nov., 4 p.m.
SUBI.....	400	S. Crosby	MANILA, CEBU & ILOILO	SATURDAY, 9th Dec., 4 p.m.

For Freight or Passage apply to

SHEWAN TOMES & CO. GENERAL MANAGERS.

Hongkong, 21st November 1911.

A. R. MARTY.

HONGKONG—HOIHOW—HAIPHONG—PAKHOI.

Highest Class, Fastest and Up-to-date Steamers on the Coast, having accommodation for First-class Passengers. Electric Light, Excellent Cuisine, and Wireless Telegraphy.

For	Steamship	Captain	Tons	Leaving

For Freight and Passage, apply to

A. R. MARTY,

24, Des Voeux Road.

Telephone 118.

Hongkong, 12th June, 1911.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia
EASTERN.....	28th Nov.	Saturday, Dec. 22.
ALDENHAM.....	1st Dec.	" Dec. 4.
EMPIRE.....	4th Dec.	" Jan. 6.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co., Agents.

Hongkong, 12th June, 1911.

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe. PROPOSED SAILING FROM HONGKONG. (Subject to alteration.)

Steamer	Tons	Captain	Date of sailing
S.S. "Chiyo Maru".....	21,000	W. W. Green	Dec. 1st, Noon.
S.S. "Nippon Maru".....	11,000	A. G. Stevens	Dec. 22nd, Noon.
S.S. "Tayo Maru".....	21,000	E. Bent	Dec. 29th, Noon.
S.S. "Shinyo Maru".....	21,000	H. S. Smith	Jan. 19th, Noon.

These steamers are equipped with Turbine Engines and Triple Screw. All steamers carry Japanese Government wireless telegraph and post office. The steamer OHIYO MARU will be despatched for San Francisco via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU on FRIDAY, the 1st December, at Noon.

INTERMEDIATE SERVICE.

The S.S. "Nippon Maru" will be run as an Intermediate Steamer on and from 22nd December, 1911. Rates of passage furnished on application.

SOUTH AMERICAN LINE

(In competition with the National Railway of Mexico at Manzanillo and the Tampico National Railway at Salina Cruz.) Only Regular Direct Service to Mexican, Chilean and Peruvian Ports. PROPOSED SAILINGS FROM HONGKONG (Subject to alteration.)

Steamer	Tons	Date of sailing
Hongkong Maru.....	11,000	Wednesday, 20th Dec. 1911, 2 p.m.
Kyo Maru.....	17,500	Thursday, 21st Dec. 1911, 2 p.m.
San Francisco Maru.....	17,500	Friday, 22nd Dec. 1911, 2 p.m.

For further particulars apply to

K. MATSUDA, Agent.

KING'S BUILDING, (Opposite Blue Print).

WEATHER-FORCAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station or Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that weather is expected here.

A CONE point upwards	Indicates a Typhoon to the North of the Colony.
A CONE point upwards and DOWN below	Indicates a Typhoon to the North-East of the Colony.
A DRUM	Indicates a Typhoon to the East of the Colony.
A CONE point downwards and DRUM below	Indicates a Typhoon to the South-East of the Colony.
A CONE point downwards	Indicates a Typhoon to the South of the Colony.
A BALL	Indicates a Typhoon to the West of the Colony.
A CONE point upwards and BALL below	Indicates a Typhoon to the North-West of the Colony.

Red Signal indicates that the centre is believed to be less than 200 miles away from the Colony.

Black Signal indicates that the centre is believed to be less than 100 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in positions of any danger to the Colony or to shipping leaving the harbor.

These signals are repeated at the Harbour Office, H.M.S. Tower, Green Island, and at the Victoria Harbour Office, and at the Victoria Harbour Office, and at the Victoria Harbour Office.

URGENT SIGNAL. In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following URGENT Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF FIVE SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

FIRST SIGNAL. The following night signals will be hoisted from the flagstaff on the roof of the Victoria Harbour Office, and at the Victoria Harbour Office, and at the Victoria Harbour Office.

1. Three Lights Vertical, Green, Green, Green, indicates that a typhoon is believed to be situated more than 200 miles from the Colony.

2. Three Lights Vertical, Green, Red, Green, indicates that a typhoon is believed to be situated more than 100 miles from the Colony.

3. Three Lights Vertical, Red, Green, Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bomb, as above, in the event of the information conveyed by the signal being false published by night.

The Night Signal will be substituted for the Day Signal at sunset, and will, when necessary, be altered during the night.

GENERAL WARNINGS. For the benefit of Native Craft and passing Ocean Vessels, a Cone will be hoisted at each of the following stations during the time the Day Signal is hoisted in the Harbour:—

Gay Road, Aberdeen, San Ki Wan, Stanley, Sol

POST OFFICE
NOTICES.

SPECIAL NOTICE.—Until further notice Parcels for the undermentioned places in China will NOT be accepted for transmission through the post.—Hupei-Szechuan, Kweichow and Hunan.

MAILS CLOSING.

WEDNESDAY, Nov. 29.—

Europe, s.s. Princess Alice, 11 a.m.
Japan, Victoria and Tacoma, s.s. Seattle Maru, 10 a.m.
Swatow, s.s. Haimun, 10 a.m.
Tientsin, s.s. Tamsui, 3 p.m.
Kobe and Seattle, s.s. Teucer, 2 p.m.
Bangkok, s.s. Quinta, 1 p.m.
Swatow, Amoy and Anping, s.s. Soshu Maru, 9 a.m.
Singapore, Penang and Calcutta, s.s. Japan, noon.

THURSDAY, Nov. 30.—

Shanghai, s.s. Chenan 3 p.m.
Manila, etc., s.s. Zafiro, 3 p.m.
Hankow, etc., s.s. Singan, 11 a.m.
Singapore, Penang and Calcutta, s.s. Namur, 9 a.m.

FRIDAY, Dec. 1.—

Shanghai, Japan and Vancouver, s.s. Zinprosa of Japan, 5 p.m.
Swatow, etc., s.s. Haitan, 10 a.m.
Shanghai, etc., s.s. Kutsang, 11 a.m.
Shanghai and San Francisco, s.s. Chiyo Maru, 11 a.m.

SATURDAY, Dec. 2.—

Manila and Australia, s.s. Coblenz, 9 a.m.
Manila, etc., s.s. Loongsang, 1 p.m.
Batavia, etc., s.s. Tjipanas, 11 a.m.
Singapore, Penang and Calcutta, s.s. C. Apar, noon.
Shanghai, s.s. Kwongsang, 5 p.m.

SUNDAY, Dec. 3.—

Swatow, s.s. Haimun, 9 a.m.

TUESDAY, Dec. 5.—

Europe, s.s. Touraine, 11 a.m.
Singapore, Penang and Calcutta, s.s. Namsang, 2 p.m.
Swatow, etc., s.s. Haiching, 10 a.m.

FRIDAY, Dec. 8.—

Shanghai, Japan and Seattle, s.s. Inaba Maru, 11 a.m.

SATURDAY, Dec. 9.—

Manila, etc., s.s. Rubi, 3 p.m.
Australia, s.s. Aldenham, 10 a.m.
Manila, etc., s.s. Yuensang, 1 p.m.

SATURDAY, Dec. 16.—

Shanghai and Frisco, s.s. Mongolia, noon.

FRIDAY, Dec. 22.—

Sandakan, s.s. Mansang, 11 a.m.

VESSELS
LOADING

FOR EUROPE—

Naimur, P. and O., 20th Nov.
Andalusia, H. A. L., 17th Dec.
Sithonia, H. A. L., 6th Dec.
Slavonia, H. A. L., 7th Dec.
Scandia, H. A. L., 26th Dec.
Hitachi Maru, N.Y.K., 6th Dec.
Miyazaki Maru, N.Y.K., 20th Dec.

FOR BOSTON AND NEW YORK—

Indramayo, A.S., 30th Nov.
Afghan, A. and O., 9th Dec.

FOR VANCOUVER, VIA SHANGHAI, JAPAN PORTS—

Antelope, C.P.R., 30th Dec.
Express of Japan, C.P.R., 2nd Jan.

FOR VICTORIA, B.O., AND TACOMA VIA SHANGHAI—

Seattle Maru, O.S.K., 29th Nov.
Inaba Maru, N.Y.K., 5th Dec.
Tamba Maru, N.Y.K., 2nd Jan.
Kamakura Maru, 30th Dec.

FOR SAN FRANCISCO VIA JAPAN PORTS—

Chiyo Maru, T.K.K., 1st Dec.
Mongolia, P.M.S.S. Co., 16th Dec.

FOR NAGASAKI, Etc.—

Tjikini, J.C.J.L., Quick Despatch.

FOR AUSTRALIAN PORTS VIA MANILA—

Yawata Maru, N.Y.K., 21st Dec.
Aldenham, B. and A., 9th Dec.
Coblentz, N. D. L., 2nd Dec.
Changsha, B. and S., 28th Nov.
Eastess, B. and S., 28th Dec.

FOR MEXICAN, ETC. PORTS—

Hongkong Maru, T.K.K., 13th Dec.

OR SHANGHAI, Etc.—

Tijlajap, J.O.J.L., Quick Despatch.
Ceylon, O. W. and Co., about 7th.
Bombay Maru, N.Y.K., 28th Nov.
Chenan, B. and S., 30th Nov.

FOR MANILA, Etc.—

Zafiro, S. T. & Co., 30th Nov.
Rygja, Bank Line, 2nd Dec.
Loongsang, J. M. and Co., 2nd Dec.

SINGAPORE, PENANG AND CALCUTTA—

C. Apar, D. and Co., 30th Nov.
Namsang, D. and Co., 5th Dec.
Kumsang, D. and Co., 12th Dec.
G. Apar, D. and Co., 18th Dec.
Lightning, D. and Co., 27th Dec.
Kutsang, D. and Co., 6th Jan.
Laisang, D. and Co., 6th Jan.
A. Apar, D. and Co., 12th Jan.

FOR SWATOW AND AMOY—

Soshu Maru, O.S.K., 29th Nov.

FOR BATAVIA, CHERIBON, Etc.—

Tijlajap, J.C.J.L., quick despatch.
Tjikini, J. C. J. L., Quick Despatch.

FOR KOBE AND YOKOHAMA—

N.Y.K., 7th Dec.

ARRIVED.

November 28.

Haimun, British s.s., A. H. Stewart, 636 tons, General, Swatow Nov. 23.—D. I. and Co.
Namsang, British s.s., Lake, 2,591 tons, General, Kobe Nov. 22, Miji Nov. 23.—J. M. and Co.
Kennebec, British s.s., Raynon, 3,381 tons, General, Shanghai Nov. 24.—S. O. Co.
Evandale, British s.s., T. Walkie, 2,469 tons, Cardiff.—D. and Co.
Loongsang, British s.s., W. G. Loak, 1,093 tons, General, Manila Nov. 25.—J. M. and Co.
Ballorophon, British s.s., T. M. C. Lester, 5,742 tons, Kuchiboten.—B. and S.
Pheumphen, British s.s., Scott, 1,065 tons, General, Saigon Nov. 25.—W. F. Sing.
Sago Maru, Japanese s.s., Otr General, Tientsin Nov. 18. T. K. K.

Hiroshima Maru, Japanese s.s., S. Hiras, 2,025 tons, General, Calcutta Nov. 9, Singapore Nov. 21.—N.Y.K.
Soldstad, Norwegian s.s., Malmoe, 897 tons, Coal, Kuratsu Nov. 21.—A. T. and Co.
Coronia, Russian s.s., P. Troy, 2,948 tons, General, Singapore Nov. 21.—M. and Co.

DEPARTED.

November 28.

Chiyo Maru, for Shanghai.
Hafyang, for Swatow.
Fausang, for Port Combet.
Hongkong, for Hongkong.
Teau, for Manila.
Loosok, for Swatow.
Haimun, for Swatow.
Changsha, for Manila.
Paoting, for Hongkong.
Hankow, for Shanghai.
Hankow Maru, for Shanghai.

MOVEMENTS OF STEAMERS.

LEUTER'S TELEGRAMS.

London, Nov. 21, 1911.

Arrivals from China: Peiho, Rheinfels.

The following have passed the Canal: Bengeloh, Memnon, Mishi Maru, Prinz Ludwig, Welsh Prince, Baron Balfour.

London, November 24.

Arrivals from China: Keesun and Tonkin.

The following have passed the Canal: Caledonia, Prinz Eitel Friedrich, and Telemachus.

GERMAN MAIL.

The Imperial German Mail s.s. Kleist, carrying the German mail with dates from Berlin of December 1, left Singapore on Saturday, and may be expected here on or about Thursday, Nov. 30, 6 a.m.

The s.s. Prinz Eitel Friedrich, which left here on Nov. 1, arrived at Genoa on Nov. 27.

American Mail.

The s.s. Tenyo Maru left San Francisco on Nov. 22 for this port, and is expected to arrive here on or about December 19.

The s.s. Shinyo Maru left Yokohama on Nov. 14 for San Francisco, and is due there on or about Nov. 30.

The s.s. Nippon Maru left Honolulu on Nov. 21 for Hongkong, and is expected to arrive here on or about Dec. 12.

The s.s. Morcolla sailed from Yokohama on November 25 for Hongkong, and is scheduled to arrive at Hongkong on December 8.

Canadian Mail.

The R.M.S. Montangle left Vancouver, B.C., for Hongkong on Wednesday, Nov. 15.

Australian Mail.

The s.s. Aldenham left Sydney on the November 11 for this port via Queensland ports and Manila.

The s.s. Prinz Sigismund left Sydney on Nov. 18, and is due to arrive here on or about Dec. 10.

The s.s. Prinz Waldemar, which left Hongkong on Nov. 4, arrived at Sydney on November 27.

Merchandise Steamers.

The s.s. Glenroy passed the Suez Canal on Nov. 7, and is due here on or about Dec. 7.

The s.s. Mexico Maru arrived at Yokohama on Nov. 15, and left again for this port via Shanghai on Nov. 17, and is due here on Nov. 30.

The s.s. Monmouthshire left Singapore for Hongkong on Nov. 22, and may be expected here on or about Nov. 29.

The s.s. Kiyo Maru left Valparaiso on Nov. 15 for Hongkong, and is expected to arrive here on or about February 3, 1912.

The s.s. Bhyo Maru left Honolulu on Nov. 14 for South American ports via Mexico.

The s.s. Namur will leave for London and Antwerp on Nov. 30.

The s.s. Coblentz left Kobe on Nov. 23, and may be expected here on or about Nov. 30.

The s.s. Kutsang left Singapore for Hongkong on Nov. 25, and is due here about Dec. 1.

The s.s. Kumsang left Calcutta for Hongkong on Nov. 21, and is due here about Dec. 7.

The s.s. Syria is expected to leave Singapore on Nov. 28, at noon.

The s.s. Korea, which was dispatched from this port on October 28, arrived at San Francisco on Nov. 24.

The s.s. Mexico Maru from Tacoma left Shanghai for this port on Nov. 27, and is expected here on Nov. 30.

The s.s. Syria left Singapore for this port on Nov. 28, and is due here on Dec. 1.

Hotels.

HONGKONG HOTEL.

First Class and Up-to-date.

Hongkong, 20th April 1911.

GRAND HOTEL.

Telephone 197.

MANAGEMENT & COUSINE UNDER EUROPEAN MANAGEMENT

857]

F. REICHMANN, Proprietor.

STOR HOUSE

(LATE CONNAUGHT HOTEL.)
QUEEN'S ROAD, HONGKONG.

ENTIRELY situated, up-to-date Hotel. Recently renovated, and made entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU, Proprietor.

Telephone 170

Telegram: "Astor."

N. BLUMENTHAL, Manager.

OPEN AIR SKATING RINK.

BELLE VIEW HOTEL.

Telephone No. 007.

SESSIONS 10 A.M. to 12 Noon.

2 P.M. to 4 P.M.

Admission 25 cents.

5 P.M. to 8 P.M.

9 P.M. to 11 P.M.

Admission 50 cents.

String Band will play at the above Hotel every Sunday commencing from 4 p.m. to 10 p.m.

W. GALLAGHER, Manager.

Hongkong, 1st November, 1911.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP.

The Peak, near the Tram Terminus.

Tel. 56.

For Terms, apply to the

MANAGER.

HOTEL LISTS.

HONGKONG HOTELS.

Acheson, J. Lampman, Mr. & Mrs. A. W.

Baird, Mr. & Mrs. Lemaitre, B.

Basagotti, T. O. S. Leir, F. J.

Brown, E. A. Lutteringham, P.

Brunner, W. O. Lyall, Dr. and Mrs.

Christiansen, Mrs. Marriott, Dr. O.

Clarke, W. E. A. Mitchellmore, E. V.

Condon, H. L. Meek, J.

Davis, James. Moulder, and Mr.

Douglas, Robert. Moore, L.

Drummond, Mr. & Mrs. W.

Farmer, E. J. W. Porter, B.

Fisher, H. G. Potter, T. B.

Fuller, Douglas. Plimpton, Dr. and

Fyle, A. A. Hay, E. B.

Garrow, H. Raymond, E. M.

Gould, Mr. & Mrs. Reeder, Mr. and

Joseph. Miss O.

Hale, Mr. & Mrs. Robbins, F. L.

Hall, Capt. T. P. Round, Dr. Mr. &

Hannibal, Mr. and Mrs. B. V.

Harris, A. Shaw, Walter.

Hawley, O. L. Shelton-Hopner,

Hewitt, Hon. Mr. Sibbey, J. O.

GRAND HOTEL, C.

Bates, F. L. Martin, J. N.

Bellinger, S. Maxfield, W.

Brett, Mr. & Mrs. Moller, W. H. J.

C. U. Nanninga, P. W.

Chev, Mr. & Mrs. L.

A. B. Nordahl, G.

Elphinstone, F. Osborn, H. J. K.

James, B. Pattison, W.

Jen, H. Perkins, Mr. and

Jorgens, Mr. and Mrs. E. and

Mrs. & child children

Key, Dr. F. Pringle, J. W., Jr.

Kinghorn, J. R. Taylor, R.

Kunmedelt, B. Van Vongen, C.

Leinfesty, F. P. Walling, H.

Lynnan, C. Yorbun, A.

Manhoff, G. N.

Astoria House.

Auer, A. Hansen, J. W. A.

Bangham, B. J. Hernant, O.

Boone, T. B. Jeffery, A. S.

Boulanger, Miss S. Lane, Mrs. S. D.

B. Lapoque, P. A.

Bradshaw, H. Luthers, J. P.

Browke, T. S. Luckell, V.

Brown, J. Mackey, Wm. O.

Bughan, Mrs. W. Morris, Mrs. K.

C. de

Burns, L. E. Musso, di Oriolo

Chouquet, Mr. and V. P.

Mr. J. Narciso, L. A.

SHARE REPORT.

8-SELLERS 8A-SALE 8B-BUYERS

STOCKS & PAID UP VALUE.

CLOSING QUOTES.

LAST DIVIDEND AND DATE.

Hongkong & Shanghai \$125 \$305 1/2
Interim dividend of 42 p. per share at exchange 1/31—\$22.33 for year ending 30th June 1911. In Liquidation.

National Banks 45 \$10
Interim for 1910
Final of \$20 making \$50 for 1909 and Interim of \$30 for 1910
\$12 for 1909 and Int. of \$8 on account of 1910

Unions 1000 \$800
\$7 & 1/2 of \$2 for 1909
\$27 for 1909

Yangtze 450 \$210
\$1 for 1908
5 p. a. for year ending 30-6-11
Dividend of \$1 1/2 for half year ending 30-6-11
8% final making 8% for 1908 6% div. for 1906 on preferred shares
1/2 per share Coupon No. 15 2/8 per share Coupon No. 16 for 1910.
Div. 7 p. a. for year ending 30-6-11
\$3 for 1907

China Fire 450 \$125
\$7 & 1/2 of \$2 for 1909
\$27 for 1909

Hongkong Fire 450 \$800
\$1 for 1908
5 p. a. for year ending 30-6-11
Dividend of \$1 1/2 for half year ending 30-6-11
8% final making 8% for 1908 6% div. for 1906 on preferred shares
1/2 per share Coupon No. 15 2/8 per share Coupon No. 16 for 1910.
Div. 7 p. a. for year ending 30-6-11
\$3 for 1907

China & Manilla 450 \$11
\$1 for 1908
5 p. a. for year ending 30-6-11
Dividend of \$1 1/2 for half year ending 30-6-11
8% final making 8% for 1908 6% div. for 1906 on preferred shares
1/2 per share Coupon No. 15 2/8 per share Coupon No. 16 for 1910.
Div. 7 p. a. for year ending 30-6-11
\$3 for 1907

Douglas Steamships 450 \$21
\$1 for 1908
5 p. a. for year ending 30-6-11
Dividend of \$1 1/2 for half year ending 30-6-11
8% final making 8% for 1908 6% div. for 1906 on preferred shares
1/2 per share Coupon No. 15 2/8 per share Coupon No. 16 for 1910.
Div. 7 p. a. for year ending 30-6-11
\$3 for 1907

Steamboats 15 \$26 1/2
\$1 for 1908
5 p. a. for year ending 30-6-11
Dividend of \$1 1/2 for half year ending 30-6-11
8% final making 8% for 1908 6% div. for 1906 on preferred shares
1/2 per share Coupon No. 15 2/8 per share Coupon No. 16 for 1910.
Div. 7 p. a. for year ending 30-6-11
\$3 for 1907

Indo-China (Preferred) 450 \$56
\$1 for 1908
5 p. a. for year ending 30-6-11
Dividend of \$1 1/2 for half year ending 30-6-11
8% final making 8% for 1908 6% div. for 1906 on preferred shares
1/2 per share Coupon No. 15 2/8 per share Coupon No. 16 for 1910.
Div. 7 p. a. for year ending 30-6-11
\$3 for 1907

(Deferred) 450 \$56
\$1 for 1908
5 p. a. for year ending 30-6-11
Dividend of \$1 1/2 for half year ending 30

LI HUNG CHANG'S STATUE.

Students Declare he was a Traitor.

The Chinese students in Nanyang College have taken over the Li Hung Chang Memorial Temple and pickets may be seen stationed at the gate and on the high mound inside the grounds. Foreigners are refused admission and Chinese as well, but for what good reason does not appear.

The students say that they have taken over the temple premises in order to make a drill ground for the students of the Nanyang College (formerly Nanyang College) which in future is to be a military academy for the "New China". A few days ago the students to the number of about 70, put a large rope around the neck of the bronze statue of Li Hung Chang and attempted to overthrow it. In this they were unsuccessful but they decorated his arm with a white band, put the revolutionist flag by his side and covered up his head with a white cloth.

This cloth was removed and when questioned as to the reason for this act of the pickets said that this was only a temporary covering and they were having a tailor make a "proper" one which would be placed over his head as soon as finished.

When questioned as to the reason of this covering up of the great statesman the students said that Li Hung Chang had always been a traitor to the Chinese. "During the Taiping Rebellion he threw in his lot with the Manchuk rulers and when General Gordon promised to spare the lives of the Wangs if they surrendered he treacherously executed them. Later he sold the Empire to Russia. The white cloth was to cover his face first because no patriotic Chinese would care to look upon it, and second, Li Hung Chang would certainly feel ashamed to see the changes which are now taking place."

They said that they have about 1,000 students in the College and that the grounds are sufficiently large for them to drill 200 at a time.

A request was made for permission to carry arms over the Siacwai Road which belongs to the international settlement, but this was refused. However, they took them across the fields and the other morning large vans could be seen bringing bedding to the temple.

CHINESE RAILWAYS.

Four Systems at Work.

A Chinese correspondent of the "Frankfurter Zeitung" discusses the railway situation in China. The first line was laid by a German syndicate about 40 years ago, and was stopped by the Chinese authorities after twelve months' working, but to-day both the people and Government are more or less in favour of encouraging this mode of transport. There are at present four distinct systems at work in the country—(1) private railways under foreign control and built by foreign capital; (2) private railways built by Chinese capital and controlled by Chinese; (3) provincial railways, built by the various provinces and managed by Chinese; (4) State railways, of the railways in Manchuria, those in the northern half are under Russian control, and those in the south under Japanese, and although they are in the form of joint-stock companies they really belong respectively to the Russian and Japanese Governments. Who have found the required capital. Of the private lines under foreign control, the longest is the Shantung railway, 404 kilometres in length, running from Tsing-tow to Tsinan-tow, and belonging to a German syndicate. That from Laokai to Yun-nan, a distance of 300 kilometres, is under French control. It joins on to the line running to Hanoi, and serves the whole of the rich south-western districts. There are also the Shanghai-Nanking line, with the Shanghai-Woosung, a total length of 380 kilometres, under English control, and the Kaitung-Honan-tow stretch, 240 kilometres long, belonging to a Belgian group, and one or two smaller lines, as Oan-

ter-Kowloon (English), and Swatow-Chowchootoo (Japanese). The total length of these private lines is about 1,500 kilometres. The lines hitherto laid down with native capital, whether private or provincial railways, are all short, and do not amount to more than 300 kilometres all told. The State railway system includes the Pekin-Mukden line, 1,300 kilometres, the Pekin-Kalgan line, 200 kilometres, the Pekin-Hankow line, 700 kilometres—a total of 2,200 kilometres. In addition about 4,340 kilometres are in course of construction. When these are completed, China will possess a State system of about 7,000 kilometres, which is just about the present length of the Japanese system. It is considered that the Central Government will then obtain a much more complete control over the various provinces than ever before.

CHINA'S GOVERNMENT.

Monarchy or Republic?

This is now the great problem before China. The advantage and disadvantage of each should be clearly seen by those who negotiate. The records of the changes of a hundred dynasties in different parts of China during its history, show that not one of them took place except by the strongest man wading through the blood of the enemies. Therefore if a new Emperor is proposed the price to be paid for him is war, anarchy and incalculable misery, until foreign nations cry halt, and after that probably more war. Let no sentimental nor enthusiastic zeal blind the leaders to this inevitable. On the other hand when nations only desire to change their rulers with the least possible danger of bloodshed, the records of Republics furnish ample evidence that it is by far the most feasible. It can be done without any bloodshed or rival rulers fighting one another, by the possibility of their being chosen leaders at the next election if not at the present time.

The question of the relative value of a permanent monarchy or a permanent Republic is another matter altogether, and the minds of the best statesmen of the world are by no means agreed on it yet. For China to take a leap across two chasms, one to change her Rulers, and another to found a permanent Republic, seems to be attempting too much and risking failure and the greatest fall to the Chinese Empire. What all nations are agreed on is that any form of government if it can keep order, though not ideal, is preferable to parties fighting one another like savages.

Would it not be wise to waive the still unsolved problem of the relative merits of permanent forms of government and strictly adhere to one thing at present, namely the prevention of anarchy and bloodshed and the possible ruin of China, by the establishment of a Republic for the whole Empire as a Provisional Government at the earliest possible date. And independent Provincial Republics without the federation of all are the beginning of the partition of the Empire, which no friend of China can witness without the deepest regret. To delay the federation of all is to imperil everything.

COMMERCIAL.

EXCHANGE.

Selling.	
T/T.....	1/10 5/10
Demand.....	1/10 5/10
30 d/s.....	1/10 7/16
60 d/s.....	1/10 9/16
1 m/s.....	1/10 9/16
T/T Shanghai.....	75 1/2
T/T Singapore.....	90 1/2
T/T India.....	188 1/2
Demand India.....	189
T/T San Francisco and New York.....	111 1/2
T/T Java.....	111 1/2
T/T Manila.....	190 1/2
T/T France.....	234 1/2
Buying.	
4 m/s L/O.....	1/10 18/16
4 m/s D/P.....	1/10 18/16
6 m/s L/O.....	1/10 18/16
10 d/s Sydney & Melbourne.....	1/11 1/10
30 d/s San Francisco & New York.....	1/11 1/10
4 m/s Marks.....	193 1/2
1 m/s France.....	239 1/2
6 m/s do.....	241 1/2
8 m/s Silver, ready.....	25 1/16
Bank of England rate.....	25 1/16
Bank of China rate.....	25 1/16

AERTEX CELLULAR.

REGAL SHOES.

J. T. SHAW,

TAILOR and OUTFITTER,

21, Hongkong Hotel Buildings, Queen's Road. [1288]

PEAK TRAMWAYS CO. LIMITED.

TIME TABLE.

WEEK DAYS.	
7.00 a.m. to 8.00 a.m.	Every 15 min.
8.00 a.m. to 10.00 a.m.	" 10 min.
10.00 a.m. to 11.00 a.m.	" 15 min.
11.00 a.m. to 12.45 p.m.	" 15 min.
12.45 p.m. to 1.15 p.m.	" 10 min.
1.15 p.m. to 1.45 p.m.	" 15 min.
1.45 p.m. to 2.15 p.m.	" 10 min.
2.15 p.m. to 5.00 p.m.	" 15 min.
5.00 p.m. to 8.10 p.m.	" 10 min.

NIGHT CARS.

8.45 p.m. and 9 p.m. to 11.30 p.m. every 15 minutes.

SUNDAYS.

7.30 a.m. to 10.30 a.m.	every 15 min.
10.30 a.m. to 11.00 a.m.	" 10 min.
11.45 a.m. to 12.00 noon	" 15 min.
12.00 noon to 1.00 p.m.	" 10 min.
1.00 p.m. to 5.00 p.m.	" 15 min.
5.00 p.m. to 8.00 p.m.	" 10 min.
8.00 p.m. to 7.00 p.m.	" 15 min.
7.00 p.m. to 8.10 p.m.	" 10 min.

NIGHT CARS on Week Days.

SATURDAYS.

Extra Cars at 11.45 p.m.

SPECIAL CARS.

Arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.

JOHN D. HUMPHREYS & SON, General Managers, Hongkong, 3rd Nov., 1911.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP, \$1,250,000.)

Loans on Mortgage of House Property &c.

(Funds received on Storage.)

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application.)

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c.,

Underwritten and Executed.

SEWELL, TOMES & Co. General Managers, Hongkong, 19th March, 1902. [134]

SUN GLASSES.

Any tint made to any prescription.

No charge for testing sight.

pairs of all description made by competent workmen.

N. LAZARUS, Ophthalmic Optician, 14, D'Aguilar Street, Hongkong.

Hongkong, 24th July, 1911. [329]

SHIPBUILDERS, SALVORS AND REPAIRERS. BOILERMAKERS FORGE-MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

Electrical Drives, Hydraulic & Pneumatic Tools, installed throughout the Works.

50-ton Hydraulic TESTING MACHINERY for Chains, Wire Ropes, Rivets and Metal Specimens.

GRAVING DOCK 787 ft. by 8 ft. by 8 ft. 6 in. Pumps empty Dock in 2-4 hours.

THREE PATENT SLIPWAYS

giving vessels up to 3,000 tons at moment, providing conditions for floating ships with most efficient result.

100-Ton ELECTRIC CRANE or QUAY-ELECTRIC OVERHEAD CRANES Transverse or Torsion Ratchet or 100 Tons.

Get prices given for Docking, & repairs to Hull and Machinery, constructional Work.

MANAGERS AND AGENTS: BUTTERFIELD & SWIRE HONGKONG, CHINA.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR SHANGHAI, MOJI, KOBE & YOKOHAMA

SHANGHAI..... About 21st Nov. Freight only.

LONDON, via DELTA..... Noon, See Special Usual Ports of Call..... Capt. E. P. Martin, R.N. 25th Nov. Advertisement.

For Further Particulars, apply to E. A. HEWITT, Superintendent.

P. & O. S. N. Co.'s office, Hongkong, 18th November, 1911.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

For BOSTON & NEW YORK (With liberty to call at the Malabar Coast).

THE Steamship "AFGHAN PRINCE" Captain Prince, will be dispatched for the above ports on SATURDAY, the 9th December.

For Freight and Passage, apply to ARNOLD, KARBURG & Co. General Agents, Hongkong, 10th Nov., 1911. [1422]

NOTICE TO CONSIGNEES. FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "CATHERINE APOLAR" having arrived from the above ports, consignees of cargo are hereby informed that their goods will be landed from alongside.

Cargo impeding the discharge will be landed at once, at consignee's risk and expense.

Cargo remaining on board at 2 p.m. of the 24th inst., will be landed at consignee's risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their goods from alongside, such cargo for putting the discharge of the vessel will be landed and stored at consignee's risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the underwriter.

DAVID SASSOON & CO., LTD. Agents, Hongkong, 25th Nov., 1911.

NOTICE TO CONSIGNEES.

THE Steamship "NOON" having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuable are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before noon to-day requesting it to be landed here.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 28th of November, will be subject to sale.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the underwriter.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

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Shipping-Steampers. DOUGLAS STEAMSHIP CO., LD. Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamer on the Coast, having on-board Accommodation for First-Class Passengers. Electric Light, Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHEW AND RETURN. (Occupying 9 to 10 days.)

TRANSIT. OFFICIALS. LEAVING. Hailing... W. C. Passmore... TUESDAY, 5th Dec., at 11 a.m.

Haimun... Capt. A. H. Stewart... WEDNESDAY, 29th Nov., at 11 a.m.

Haiyang... Capt. J. W. Evans... FRIDAY, 8th Dec., at 11 a.m.

Haitan... Capt. J. S. Roach... FRIDAY, 1st Dec., at 11 a.m.

Steamers will arrive at, and depart from the Co.'s Wharf near Blake Pier. For Freight and Passage, apply to Douglas, Laprak & Co., General Managers.

795]

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between JAVA, CHINA and JAPAN.

Steamer From Expected on or about Will leave on or about

Tjikini.....JAVA.....2nd half Nov.....JAVA.....2nd half Nov.

Tjiluwong.....JAVA.....2nd half Nov.....JAPAN.....2nd half Nov.

Tjimanok.....JAVA.....2nd half Nov.....JAPAN.....2nd half Nov.

Tjitaroom.....JAVA.....2nd half Nov.....JAPAN.....2nd half Dec.

Tjipanas.....JAVA.....2nd half Nov.....JAPAN.....1st half Dec.

Tjilatjap.....SHANGHAI.....1st half Dec.....JAVA.....1st half Dec.

Tjibodas.....JAVA.....1st half Dec.....SHANGHAI.....1st half Dec.

Tjimahli.....JAVA.....1st half Dec.....JAPAN.....2nd half Dec.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the JAVA-CHINA-JAPAN LIJN, York Buildings.

Tel. nos. 175. 1074

To Sail.

THE AMERICAN & ORIENTAL LINE.

FOR BOSTON & NEW YORK (With liberty to call at the Malabar Coast).

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Cons